

B. Remarks

In the above-noted Office Action, claims 1-3, 8 and 13-16 were rejected under 35 U.S.C. § 103(a) as being anticipated by Hendriksma et al (U.S. 6,591,798). Claims 4, 9 and 10 were rejected under 35 U.S.C. 103(a) as being unpatentable over Hendriksma, in view of Jahr (U.S. 6,318,318). Claims 5-7, 11-12, and 17-20 were rejected under 35 U.S.C. 103(a) as being unpatentable over Hendriksma, in view of Yoeda et al (U.S. 6,405,693).

With this submission, Applicants present new claims 21-24. Reconsideration and reexamination of the non-allowed claims are respectfully requested.

In paragraph 2 of the Office Action, the Examiner stated that Hendriksma discloses the claimed invention except for integrating the body for the camshaft bearings and the body with the solenoid pocket. It would be obvious to one having ordinary skill in the art to integrate the elements into one body. Applicants respectfully submit that Hendriksma, taken singularly or in combination with the other cited references, or combined with legal precedent, fails to teach, disclose, suggest or obviate Applicants' invention as originally filed, previously amended or currently provided in additional claims 21-24.

Claim 1 requires a first body with an aperture to facilitate threaded connection of the body to a cylinder head. Additionally, the first body requires a cut out for receivingly mounting a camshaft. The Examiner has noted that there are bearing mounts 92 referred to in Figures 3 and 4 of Hendriksma. However, it should be noted, referring to Hendriksma's specification on page 5, lines 31-33, that Hendriksma's bearing mounts are formed in the engine head 94. If the camshaft bearing mounts 92 were integrated with the arbor 14 as shown in Figure 3, the arbor 14 would have to be integral with the engine head. Such a configuration would be contrary to Applicants' invention wherein the first body has a threaded connection with the cylinder head. Accordingly, Hendriksma, even as modified as suggested by the Examiner, fails to teach or disclose Applicants' invention.

Applicants' provide a body, which is also a camshaft bearing ladder. A camshaft bearing ladder on the underside of the camshaft, is shown in US Patent 5,150,675 to Murata. Referring to Figure 3, and column 4, lines 35-47, a camshaft bearing ladder 32 is provided which connects an underside of the camshaft with a cylinder head. The bearing ladder 32 is threadably connected with the cylinder head.

Referring to Hutchins, US Patent 5,664,549, a camshaft bearing ladder 37 in Figure 2 is shown. The camshaft bearing ladder 37 has cutouts for supporting a camshaft 28 (shown in Figure 1) encircled by camshaft bearing 36. The camshaft bearing ladder which is part of the guard member 38 (best shown in Figures 3-4), has apertures to allow for threaded connection to a cylinder head casting 12 (as best shown in Figures 1-2).

Murata and Hutchins are only discussed to shown examples of camshaft bearing ladders. In sharp contrast, Hendriksma provides a bearing mount 92 which is integral with the engine head and therefore it cannot be a camshaft bearing ladder.

In regards to new claim 21, Applicants' invention requires a cam ladder which mounts a camshaft on a side of the camshaft generally opposite a combustion chamber of the engine. The bearing mounts 92 of Hendriksma receivingly mount the camshaft on a side of the camshaft which is towards the combustion chamber of the engine. Accordingly, Hendriksma does not teach, disclose or make obvious Applicants' invention as represented in new claims 21-24.

Applicants' response to the rejection of the remaining claims is incorporated in Applicants' response to the rejection of claim 1. Therefore, it is not repeated in interest of conservation of the Examiner's valuable time.

By this amendment, Applicants have shown wherein the Examiner's rejections are respectively traversed. As the application is otherwise in condition for allowance, such action is respectfully requested.

Respectfully submitted,



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